## **Evolutionary History of Jefferson Bikeway**

- **February 2008:** Highland Parkway from Mississippi River Boulevard to Edgcumbe Road submitted to TLC for NTP funding.
- **February 2008:** Jefferson Avenue from Lexington Parkway to east side of West 7<sup>th</sup> Street submitted to TLC for NTP funding.
- **July 2008:** City notified that Highland Parkway was awarded funds (\$250K) and Jefferson was not and also stating that at some point in the future they (TLC) may reconsider Jefferson for funding.
- **November 2008:** TLC announced a third round of NTP funding using a Letter of Intent process. Following are excerpts from the request letter.
  - Goals (of NTP program)
    - Increase trips made by walking and bicycling including to public transit
    - Decrease motor vehicle trips
    - Decrease congestion and energy use
    - Promote better health and a cleaner environment
  - o Criteria for Strategic Investments: Demonstration Innovations
    - Maximize bicycle use and walking for transportation resulting in mode shift out of motor vehicles; contribute to ongoing shift in attitudes and travel behavior (Transit mode share may be considered where pedestrian or bicycle connections are relevant.)
    - Demonstrate commitment and certainty of project completion:
       launched or significantly underway by summer 2010
    - Demonstrate community benefit through clear and documented need or opportunity
    - Address cultural and economic gaps; improve access to and within underserved communities and/or corridors
    - Demonstrate cost effectiveness and project continuity
      - Leverage funds from other sources and/or leverage NTP money to expand effective existing programs;
      - Be sustainable beyond NTP funding
    - Create and foster community ownership and involvement throughout process
    - Demonstrate innovation and best practices; incorporate BWTC and other resources toward comprehensive, multi-pronged excellence in public participation, design, enforcement, education/awareness
    - Serve residents, visitors and/or commuters in the NTP geographic area (Brooklyn Center, Columbia Heights, Edina, Falcon Heights, Fridley, Golden Valley, Lauderdale, Minneapolis, Richfield, Robbinsdale, Roseville, St Anthony Park, St. Louis Park, St. Paul) with a project that addresses travel patterns within Minneapolis or connections to/from Minneapolis
  - o Projects Considered for Funding in this Letter of Intent
    - TLC will fund demonstration innovations that inspire exclamation points "wow!" "aha!" or "yes!" Reaching new users is good. Building synergistic relationships that could bring a *complete streets* mentality into the mainstream is good. Examples of eligible capital projects include, but are not limited to: bike station development, comprehensive wayfinding signage, mapping, bike sharing, or free bikes incentive program. Suitable projects could also be facilities for pedestrians or bicyclists applied in an innovative or strategic way, e.g, creative streetscape retrofitting for ADA

accessibility, covered bicycle parking; or using innovative funding or collaboration, e.g., cost sharing programs for new sidewalks, multi-modal enhancement of economic development projects.

- **November 2008:** Highland Community Council Transportation Committee recommended to the full district council that the Highland Parkway project should not proceed.
- **January 2009:** Discussions began between TLC, Public Works and Ward 3 office about making Jefferson into a "River to River Bikeway". Discussions included diverters (traffic circles) between Fairview and Snelling as well as medians on Jefferson at Fairview, Cleveland and Cretin.
- **February 5, 2009:** Requested, via email, a Letter of Support from Macalester Groveland Community Council and West 7<sup>th</sup>/Fort Road Federation for the City to pursue NTP funds for implementing a bikeway on Jefferson
- On or about February 18, 2009: Received letter of support from Macalester Groveland to conduct a preliminary study of Jefferson for bike transit.
- **February 23, 2009:** Submitted Letter of Intent to TLC for Jefferson Avenue that included an exhibit indicating Jefferson between Snelling and MRB would include bike boulevard elements.

As stated in the application: "On this section we plan to implement a bike boulevard. Ideally, we would implement some features to give bikes priority over vehicles. Ideas that we would pursue is construction of median/pedestrian refuge treatments at the Cretin and the Fairview intersections, which would eliminate left turns off of Cretin and Fairview at these locations and eliminate thru motor vehicle movements on Jefferson at these intersections. We would also pursue traffic circles, diverters and removal of stop signs on this corridor. This would complement the community's desire to have this section of Jefferson carry only neighborhood trips. Appropriate directional and destination signing and pavement markings would be installed." The cost estimate submitted with application also identified traffic circles as an element to be included in the project as well as pedestrian refuges/diverters and bump outs.

- March 11, 2009: Complete Streets resolution adopted by City Council.
- March 20, 2009: Received Award Letter from TLC for the Jefferson project.
- April 2009: Money for Highland Parkway de-authorized by State.
- April 27, 2009: Neighborhood process began with presentation by Paul St.
  Martin at Macalester Groveland Transportation Committee meeting. The
  presentation included a handout from which the below excerpts were taken from.
  The handout also contained the concept plan as submitted to TLC for the section
  of the project.
  - Proposed Project
  - Implement a dedicated bicycle facility on Jefferson from Mississippi River Boulevard to West Seventh Street with connections east from Seventh Street on residential streets to Sam Morgan Trail and the Smith Avenue High Bridge. The project limits are shown on the attached concept map. The overall length of the proposed project is approximately 4 miles.
  - Project Details
    - Jefferson Mississippi River Blvd to Snelling

This section of Jefferson is classified as a residential street. Years ago, the community successfully had this street re-designated from a collector street to a residential street. Proposed project includes:

- Bicycle Boulevard Treatment
- Implementation of Bike Pavement Markings
- Installation of directional and destination signing
- Parking would remain as is investigate implementing two side parking on some sections where currently one side parking.
- Consider Measures (Bumpouts, Traffic Circles, Pedestrian Refuge Islands) to calm traffic and reduce thru motor vehicle traffic and enhance residential character of street and provide higher priority to bicycle thru trips
- Coordinate with proposed residential street paving project on Jefferson between Fairview and Snelling planned for 2010.

## o Community Process

- The City will work closely with TLC, St. Paul Bicycle Advisory Board, Macalester Groveland Community Council, West Seventh Federation and residents of the community on design and implementation of the project. City Council will make final decisions on project details and whether to proceed.
- June 4, 2009: Approximately 400 notices of a public meeting to be held on June 22, 2009 at the Edgcumbe Rec Center experienced a delay in mailing by real estate. The delay was such that consideration was given to canceling the meeting. This issue came up while I was on vacation. The meeting wasn't cancelled and at the meeting the City admitted mistakes were made. It was at this meeting that Community Design Group led by Antonio Rosell assisted in presenting what the bikeway may look like. The meeting was an interactive meeting similar to a design charettes and included small group discussions of the various sections of Jefferson. The intent of the 6/22 meeting was to assist in determining what elements would/would not be included in the design. Included with the meeting notice was a copy of the concept plan as submitted with the funding application. The notice also contained information as to what the project was about. Specifically "The purpose of the Jefferson Bikeway project is to provide a safe bicycle and pedestrian facility that encourages biking and walking in St. Paul." Also included in the letter was information relative to the scope of the project as follows: "... The boulevard elements range from pavement markings (Sharrows0 between Lexington Parkway and Snelling to changes to the roadway (diverters, neighborhood traffic circles and bump outs) between Snelling and MRB."
- **June 22, 2009:** Large neighborhood meeting held to discuss the project. There were approximately 200 people at the meeting. It was specifically stated at the meeting, as shown in the minutes from the Transportation Committee meeting, that the project was being considered "to make choosing to walk or bike a more inviting/comfortable/convenient option".
- **November 23, 2009:** Discussed the possibility of including traffic circles as part of the 2010 RSVP project on Jefferson
- **July 7, 2010:** Possibility of looking at a test refuge at Cleveland surfaced in internal meeting between Public Works and TLC.
- July 23, 2009: FAQ provided to MacGroveland for inclusion on web site.

- August 24, 2009: Appearance by Paul St. Martin at Macalester Groveland Transportation Committee meeting. When asked by the board, Paul stated that the intent of the grant program is to increase bicycle facilities and that the project is in keeping with the adopted "Complete Streets" resolution.
- **July 27, 2009:** Macalester Groveland Transportation Committee meeting attended by both Paul and I. In this meeting an update of the Jefferson project was presented. Additionally, a refuge at Cretin/Cleveland was discussed as was the fact that the ultimate decision was that of the City Council. Also presented the FAQ with responses developed for the MacGroveland web site.
- **August 24, 2009:** MacGroveland Transportation Committee meeting at which preparations for September 22, 2009 meeting discussed.
- September 2009: Notice of September 22, 2009 meeting sent shortly after September 3 to residents along Jefferson. The intent of the meeting was "to provide a project summary, to review potential design treatments for the section of the project between Mississippi River Boulevard and Lexington Parkway, and to obtain neighborhood input on related traffic issues. The meeting will include ... as well as an opportunity to break into small groups to discuss traffic issues in the neighborhood." The notice also stated that "the proposed project includes traffic calming measures, directional and way finding signage, pavement markings, and potentially measures to remove through traffic from Jefferson."
- **September 8, 2009:** Information placed on City web site that included a revised FAQ and an updated map.
- **September 16, 2009:** Email to Terri Casey, former MacGrove Trans Comm. Chair discussing options to be discussed at 9/22 meeting. Options included:
  - o Speed table at Woodlawn
  - o Mount Curve Blvd: Traffic circle
  - o Finn Ave: Traffic circle
  - o Cleveland Ave: Diverter
  - o Kenneth to Prior: allow parking on north side
  - o Prior to Fairview: speed hump midblock between Prior and Fairview
  - Fairview: diverter with traffic signal elimination and add stop signs for east/west travel
  - o Fairview to Snelling: consider allowing parking on north side
  - o Wheeler St: Traffic circle
  - o Davern St: Traffic circle
  - Snelling to Lexington: Speed display signs
- September 22, 2009: Neighborhood meeting held at Edgcumbe Rec Center gym. Four subgroups were developed based on section of Jefferson: MRB to Cleveland, Cleveland to Fairview, Fairview to Snelling, and Snelling to Lexington. Small groups provided input relative to intersection/corridor options. See attached minutes from September 2009.
- **November 17, 2009:** Traffic Engineering appeared at Davern-Jefferson RSVP to discuss neighborhood traffic circles and adding parking to the north side between

Fairview and Snelling. Straw pole taken indicated 50/50 split as to implementation of traffic circles.

- **January 25, 2010:** MacGrove Transportation Committee meeting that included a handout indicating project elements that would be included in the project and those that would only be pursued if requested by neighborhood. The items that needed neighborhood approval included:
  - o Speed table at Woodlawn
  - o Remove stop signs & install traffic circle at Mount Curve Blvd.
  - o Remove stop signs & install traffic circle at Finn Ave.
  - o Remove stop signs at Kenneth & Prior
  - o Implement 2-sided parking Kenneth to Prior
  - o Install speed humps/tables between Prior and Fairview
  - Remove stop signs and install traffic circles at Wheeler, Davern & Macalester
  - o Implement 2-sided parking Fairview to Snelling
  - Remove stop signs and install traffic circle at Duke (east side of West 7<sup>th</sup> Street)
  - Notation was made that the test refuge would be implemented subject to Council approval
- **February 3, 2010:** Resolution approving construction of bikeway project laid over until 2/17. SOER developed for resolution states "The purpose of the project is to provide an improved east/west pedestrian and bicycle facility on Jefferson Avenue between Mississippi River Boulevard and the Sam Morgan Trail." The SOER also states that between MRB and Snelling there would be pavement markings, directional/destination signs and "traffic calming elements such as traffic circles and speed humps if desired by the community." Additionally, the SOER stated that between Snelling and Lexington Parkway that "Sharrow" pavement markings would be installed as well as destination/directional signs and dynamic speed display signs.
- **February 4, 2010:** Notice to property owners in RSVP area of another meeting to discuss the relationship between the RSVP project and the bikeway project. Meeting set for 2/18/10. Clarification between the two projects and input relative to traffic circles was gathered.
- **February 11, 2010:** Notice to property owners between Fairview and Cleveland about meeting scheduled for 2/23 to discuss project status and what types of traffic calming elements, if any, they want to see in that section.
- **February 16, 2010:** Email to Lisa Falk-Thompson informing her April 1 is the deadline to file a petition if traffic circles are wanted as part of the Davern-Jefferson RSVP.
- **February 17, 2010:** Resolution approving construction of bikeway project laid over until 2/17.

- **February 22, 2010:** MacGroveland Transportation Committee meeting where resolution was passed supporting construction of the project since only pavement markings and signs were definite elements.
- **February 23, 2010:** Letter from MacGroveland Transportation Committee stating they support the design as currently proposed, i.e. pavement markings and signs, between MRB and Lexington.
- **February 24, 2010:** Resolution approving construction of Jefferson Bikeway laid over until 3/10/10.
- March 3, 2010: Preliminary Order SOER developed setting project elements for Public Hearing on April 7, 2010. All traffic calming elements eliminated west of Snelling. Project still included pavement markings west of Snelling.
- March 5, 2010: Meeting with Steve Clark and CM Harris to discuss project. The results of the meeting were that the traffic calming elements were removed as were the pavement markings west of Snelling.
- March 8, 2010: Meeting with Steve Clark who clearly indicated one traffic calming element needed to be included in the project west of Snelling.
- March 11, 2010: MacGroveland District Council passed Resolution supporting installation of pavement markings and signs.
- March 22, 2010: Letter received from MacGroveland District Council stating position of full District Council. CM Harris' position on refuge is unclear. Bike detection as part of the Fairview signal reconstruct is being reviewed.
- March 31, 2010: Letter to TLC outlining what the project contains, what is does not as well as seeking an extension.
- April 6, 2010: Neighborhood meeting notice to residents stating there will be a project update meeting on April 20. Notice states as one of the updates a test refuge for Cleveland/Jefferson. Also, sharrows are still identified for installation west of Snelling.
- April 7, 2010: Council passes resolution to go to Public Hearing on May 5.
- April 10, 2010: Letter from TLC stating project funds need to be used in 2011.
- **April 20, 2010:** Neighborhood meeting held to provide update and receive input. No new concerns expressed. Update included presentation by Paul.
- April 28, 2010: Revised SOER provided to Council that was a revision of the SOER from March when the public hearing date was set. It identified three items up for consideration at the Public Hearing: installation of modified street name signs, installation of route marker signs and installation of a test refuge. It also stated that the final decision to implement a permanent refuge would be "based on the results of the test and input from the community and Councilman Harris".
- May 5, 2010: Public Hearing held for project. Council passed 6 1.

- **July 20, 2010:** Meeting with CM Harris to discuss specifics as it relates to the Jefferson project and the test median.
- **July 23, 2010:** Notification to residents that the test refuge would be implemented in August at Cleveland/Jefferson. Notices also went to police, fire, SPPS, Nativity of Our Lord Catholic School and Metro Transit. Exhibits accompanied agency notices only.
- August October 2010: Test refuge in place and comments received via email, phone call, letter, newspaper and in person.
- **September 2010:** Phone update provided to Lauren Anderson relative to comments.
- January 21, 2011: Meeting with TLC to go over results of test.
- **January 24, 2011:** Informational meeting at Macalester Groveland Transportation Committee.